

COUNTRY East Germany Approved For Release 2003/12/18 : CIA-RDP80-00810A001100850006-0TOPIC Brandenburg-Briest AirfieldEVALUATION 25X1 PLACE OBTAINED 25X1DATE OF CONTENT 10 February to 15 March 1953DATE OBTAINED 25X1 DATE PREPARED 25X1 14 April 1953

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Between 10 and 23 February 1953, MiG-15s were observed flying over Brandenburg almost every day, even on Sundays.

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2. The following air activity and aircraft were observed at Brandenburg Briest airfield between 26 February and 15 March 1953:

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26 February. Between 1:30 and 4:50 p.m., some flights were made by individual planes. At 11:30 a.m., 6 MiG-15s of the alert flight were parked at the runway and 8 additional MiG-15s were apart. About 10 MiG-15s were observed in front of the flight control station.

27 February. Between 11:30 a.m. and 4:30 p.m., individual flights were made by planes which remained aloft for about 35 minutes. There was sunny weather. During the air activity, the superstructures of the new radio installations in Jagen (forest sub-district) 12 rotated alternately. At 9 a.m., 12 MiG-15s were parked at the runway and 13 MiG-15s in front of the flight control station.

28 February. Between 11:30 a.m. and 1:30 p.m. some take-offs were made by the alert planes. The weather was cloudy. The planes parked in front of the flight control station were started at 3:40 p.m. and circled over the field between 3:45 and 6:30 p.m.

1 March. There was no air activity although the weather was sunny.

2 March. No flights were made. The weather was foggy.

3 March. Between 2 and 4:30 p.m., three planes of the alert flight made short flights.

4 March. No air activity was observed up to 8 p.m. It drizzled. As on the preceding days, six alert planes were observed at the field.

5 March. Between 10:30 a.m. and 4 p.m., there was intensive air activity.

6 March. Between 9:40 a.m. and 1 p.m., two of the six alert planes took off and flew for 10 minutes. Between 12:50 and 1 p.m., an alert was sounded in the Landesanstalt. At 1:05 p.m., 19 MiG-15s were towed to the runway but no take-offs were observed up to 6 p.m.

7 March. At 9:30 a.m., 25 MiG-15s, including 19 canvas-covered planes, were parked at the runway. Between 10:30 a.m. and 2 p.m., three take-offs were made by alert planes. There was a scattered cloud base with intermittent rain showers.

8 March. Between 8 a.m. and 6 p.m., no air activity was observed while the weather was sunny. As on 7 March, all the planes were considerably strictly guarded. The road to Jagen 28/29 was blocked.

9 March. Air activity started at 5 p.m. Individual flights were made.

A ceremony, apparently in connection with Stalin's death, was held in the Landesanstalt.

10 March. At 9 a.m., 6 alert planes and an additional 13 MiG-15s were parked at the runway. Between 10:20 a.m. and 8 p.m., there was air activity by individual planes

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which remained aloft for 20 to 30 minutes. After 7 p.m., a searchlight was in operation.

11 March. Between 10 a.m. and 7 p.m., only a few flights were made although there was sunny weather as on the preceding day. After the take-off, the planes departed and were not observed over the field. During the air activity, the radar set in Jagen 12 rotated. [redacted] the first time that a sentry equipped with field glasses was posted near the set.

12 March. Between 9:45 a.m. and about 8 p.m., there was very intensive air activity. A total of 80 to 100 soldiers, arranged in groups of 8 to 12 men, watched the flying planes.

14 March. At 9:30 a.m., 14 MiG-15s [redacted] were parked at the runway [redacted]

Between 9:10 a.m. and 4 p.m., there was intensive air activity. The planes took off and landed individually. At 8 a.m., two trucks each loaded with 25 soldiers approached the runway. There, the soldiers observed the air activity standing close to the aircraft.

15 March. Between 10:20 a.m. and 2 p.m., high-altitude flights were made over Brandenburg. Vapor trails were distinctly observed. There was fair and sunny weather.

3. Radar sets were observed for the first time on the edge of the field after 5 March. They were continuously in operation.

4. Between 3 and 4 p.m. on 10 March, several single-engine planes with radial engines were observed over Brandenburg. One plane landed at Briest airfield. This aircraft type had not been previously observed at Arado or Briest airfield. Similar planes were observed over Brandenburg on 11 and 12 March. Between 11 a.m. and noon on 14 March, a MiG-15 from Briest airfield practiced flying. The plane dived and subsequently flew a looping. Then, it dived again and subsequently climbed while turning once around its longitudinal axis.

Comment. Brandenburg-Briest airfield is occupied by a fighter regiment which is equipped with about 25 MiG-15s. [redacted]

[redacted] Previously, radar stations of this type were only observed at airfields occupied by a fighter division headquarters. Since recently it appears that such radar stations are also located at airfields which are occupied by fighter regiments. Newly arrived radar sets were also observed at Koethen airfield.

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